

ACKNOWLEDGEMENT OF NOTIFICATION OF HAZARDOUS WASTE ACTIVITY (VERIFICATION)

This is to acknowledge that you have filed a Notification of Hazardous Waste Activity for the installation located at the address shown in the box below to comply with Section 3010 of the Resource Conservation and Recovery Act (RCRA). Your EPA Identification Number for that installation appears in the box below. The EPA Identification Number must be included on all shipping manifests for transporting hazardous wastes; on all Annual Reports that generators of hazardous waste, and owners and operators of hazardous waste treatment, storage and disposal facilities must file with EPA; on all applications for a Federal Hazardous Waste Permit; and other hazardous waste management reports and documents required under Subtitle C of RCRA.

PAD 00 082 4755

30th St. Coach Yard Facility NTL RR
30th Street Station
Phila., PA 19103

INSTALLATION ADDRESS

30th & Race Sts.
Phila., PA 19103

EPA Form 8700-12B (4-80)

print or type	with ELITE type (12 characters/inch) in the unshaded areas only.	Form Approved OMB No. 158-\$79016 GSA No. 0246-EPA-OT
EPA	NOTIFICATION OF HAZARDOUS WASTE ACTIVITY	INSTRUCTIONS: If you received a preprinted
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8700-12 (6-80)

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I certify under penalty of law that I have perso attached documents, and that based on my inqu I believe that the submitted information is true, mitting false information, including the possibility	siry of those individuals immediately respons accurate, and complete. I am aware that the y of fine and imprisonment.	ible for obtaining the information, re are significant penalties for sub-
SIGNATURE	NAME & OFFICIAL TITLE (type or print)	DATE SIGNED
A Jaw	R. F. LAWSON VP/CHIEF ENGINEER	8/15/80

EPA Form 8700-12 (6-80) REVERSE





January 13, 1983

Environmental Protection Agency Region III Post Office Box 1480 Philadelphia, PA 19107

Dear Sir,

Enclosed please find a copy of the 1981 Hazardous Waste Report for our facilities in Wilmington, Delaware, Philadelphia, Pennsylvania and Paoli, Pennsylvania.

In the future, I would appreciate your sending the necessary paperwork to me at:

400 North Capitol Street, N.W. Washington, DC 20001

Doing so would expedite this entire reporting procedure.

Thank you for your cooperation.

Very truly yours,

Robert T. Noonan

Senior Director - Environmental and Pollution Control Engineering

1/26/83 Me Nomen wishes to have the above odares as the made of will be the contact. Oursepondence saled he will be the contact.

revision



February 11, 1981

Environmental Protection Agency Region III P.O. Box 1480 Philadelphia, PA 19107

Dear Sir:

Attached is a copy of the subsequent Notification of Hazardous Waste Activity for our facility(s) in your region. This notification supersedes that submitted to you in our August 15, 1980 report. Please note the addition under IX-E-Characteristics of non-listed hazardous waste. In rare circumstances, we may have the need to dispose of small amounts of locomotive cooling water solution containing 2,000 to 3,000 ppm of hexavalent chromium. Each locomotive holds approximately 320 gallons of potassium dichromate treated cooling water and, in most cases, it is re-used and not discharged.

We do, however, wish to be on record as possible generators of chromate containing wastes and therefore submit this revised notification.

Please direct any questions and all future correspondence to me at the above address.

Very truly yours,

Robert F. Lawson

Vice President/Chief Engineer

Henter for R.F. Lawson

GSA No. 12345-XX Form Approved OMB No. 168-R00XX

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	AD 000-824-755	PART B: FACILITY ANNUAL REPORT
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PA Form 8700-12		provide the requested info	ministron.		CONTINUE

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FILE: POIL CONTROL SOLID Waste



August 15, 1980

EPA Region III P. O. Box 1480 Philadelphia, PA 19107

Dear Sir:

Enclosed are the notifications of hazardous waste activity for our facilities in your region. The following specific items must be addressed at these sites:

1. Our facility in Wilmington, Delaware, utilizes underflow dams on the Brandywine Creek, a floating oil skimmer, and three oil skimmings holding tanks to contain any possible oil spill at this facility. Oil is occasionally picked up from behind these dams, but we do not remove sludge from behind them.

Based on our knowledge of the waste water entering the system of dams, we do not feel that it can be classified as a hazardous waste. However, the collected oil may possibly be classified as a hazardous waste. Amtrak will conduct lab tests to determine whether the oil constitutes a hazardous waste. If the oil is found to be a hazardous waste, we feel that this facility should be classified as a hazardous waste generator. We do not feel that these underflow dams qualify as surface impoundments.

This facility also conducts vapor degreasing activities which utilize trichloro and/or perchloro ethylene. The waste solvents and sludge from these operations would be classified as hazardous waste under your regulations. The sludge and spent solvents are disposed of via licensed contractors, with no on site storage in excess of 90 days.

The Wilmington shops have some stationary transformers that contain PCB or PCB-contaminated dielectric fluids. In addition, Amtrak services electric motive power (Amtrak, Conrail, NJ DOT and SEPTA owned) which have PCB filled transformers. Spills from these units could generate hazardous waste which would be disposed of via a licensed contractor. Amtrak no longer adds PCBs to any transformer and is working to find a suitable substitute for this material. Currently, any liquid PCBs collected by Amtrak are being removed from our property by Safety Engineered Disposal, Inc. of P.O. Box 1306, Waukesha, Wisconsin, 53187. The liquid PCBs are being shipped under Wisconsin Transportation Lic. No. 0952 to a storage facility at 925 East First Street, Dayton, Ohio 45402.

August 15, 1980 Page Two

To the best of our knowledge, this facility does not handle any other solid waste which can be classified as hazardous.

2. 30th Street Coach Yard - Philadelphia, PA, utilizes a gale oil separator and a waste oil tank.

Based on our knowledge of the waste water entering the oil separator, we do not feel that it can be classified as a hazardous waste. However, the collected oil and sludge may be possibly classified as a hazardous waste. Amtrak will conduct lab tests to determine whether either of these materials constitute a hazardous waste. If the oil or sludge are found to be hazardous, we feel that this facility should be classified as a hazardous waste generator.

To the best of our knowledge, this facility does not handle any other solid waste which can be classified as hazardous.

3. It should be noted that the Amtrak car shop at Paoli, while owned by Amtrak, is operated by Conrail to service Southeastern Pennsylvania Transportation Authority equipment. In servicing this equipment, Conrail utilizes Polychlorinated Biphenyl-based dielectric material. This facility should therefore be classified as a hazardous waste generator.

If the Environmental Protection Agency has a different opinion regarding the classification of any of our facilities, please so inform us as soon as possible and send the necessary permit forms.

Please direct all future correspondence regarding any Amtrak facility in your region to me at the above address.

Very truly yours,

R. F. Lawson

Vice President/Chief Engineer

Enclosures



December 1, 1980

Polote TSD receptor

Environmental Protection Agency Region III Post Office Box 1480 Philadelphia, PA 19107

Dear Sir:

Please refer to our letter of August 15, 1980 concerning the hazardous wastes activities at Amtrak facilities in your region.

As indicated in our letter, we have analyzed the waste oils and solids which are generated by our facilities and they are not hazardous under the criteria of the Resource Conservation and Recovery Act. Therefore, we would not need a permit at any of our facilities for storage or disposal of hazardous wastes. We do, however, still wish to have an EPA identification number, as a potential hazardous wastes generator in the event we do generate any hazardous wastes in the future and we need to dispose of it.

Another reason for asking for the EPA I.D. number is that ate your coor as soon as many haulers do not want to pick up our wastes - non-hazardous -

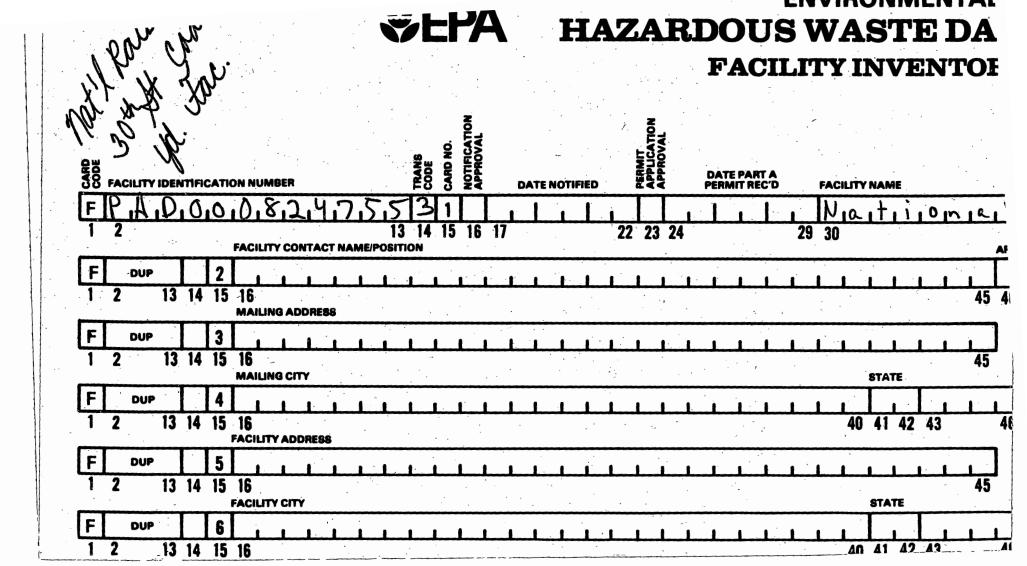
We appreciate your cooperation in assigning us the abovementioned number as soon as possible.

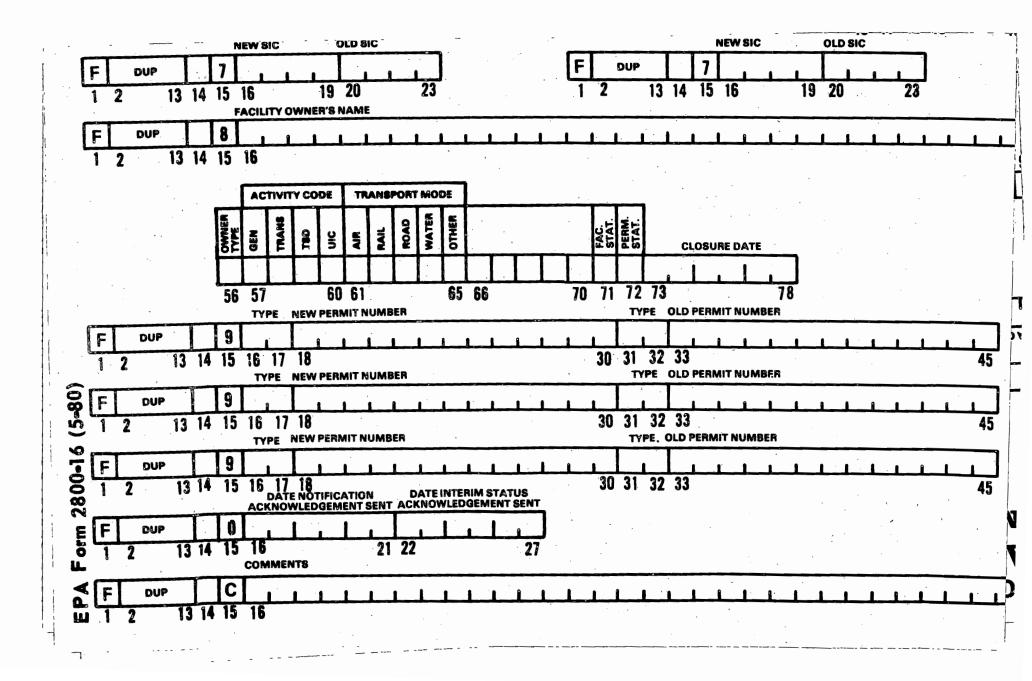
Sincerely,

R. F. Lawson

Vice President/Chief Engineer

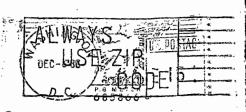
AN EQUAL OPPORTUNITY EMPLOYER





National Railroad Passenger Corporation 400 North Capitol Street, N.W. Washington, D.C. 20001







Environmental Protection Agency Region III Post Office Box 1480 Philadelphia, PA 19107